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**OCEAN, BAR,
BAY, DOCK
AND RIVER**

Yesterday's Portland Oregonian has the following story of wretched suicide on the Columbia river, from the deck of the Name City:

"E. L. Butler, of Spokane, a saloon passenger on the Nome City, who was evidently demented, sprang overboard from the cabin deck about 8 o'clock last night, and drowned before he could be reached by a rescuing party that was immediately called for action. The vessel, which was on its way to Portland from San Francisco, was passing Rainier at the time.

"Butler seemed to be in good health when he took passage at San Francisco, but before coming into the river developed symptoms of insanity. Monday night he requested the steward to lock the door of his room, explaining that he feared he would walk overboard in his sleep.

"Steward John Brose saw Butler in the act of climbing over the rail and rushed forward to catch him, but failed to reach him in time. When the man went overboard the steward immediately gave the alarm and a boat manned by the second mate, steward and two sailors put off to the drowning man, but their effort was unavailing.

"The body was brought to this city and taken in charge by the Coroner. Upon examination of his clothing the Coroner found several dollars in coin and two letters, one from his mother, Mrs. Mary Butler, inclosing \$50 and a request that her son should return home. The other was from Bert Butler, Spokane, presumed to be his brother, with address given at 23 Ash street.

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ASTORIA, HER BOATS AND BOATMEN

SPLENDID PROJECT FOR ORGANIZING AND AMPLIFYING HER WATER CRAFT

For some time, the need of some definite organization to foster and encourage the sport of yachting and motor boating has made itself felt in Astoria. In fact, a number of boat owners have been seriously contemplating the formation of some waterfront club for the promotion of the sport and the protection of their property. A suggestion from Frank M. Foulser, of Seattle, secretary of the Pacific International Power Boat Association who has been an Astoria visitor the past few days, for expediting the formation of such a club has met with universal approval and will probably take definite form in the near future.

Mr. Foulser's suggestion, briefly summed up, is the establishment of a yachting and motor boat branch to the new Athletic Association, a practice which is common in the east among similar clubs, like the Chicago Athletic Association, the Detroit Country Club and others who find the addition to these branches of sport a valuable adjunct. He suggests that of 40 or 50 boat owners and enthusiasts should pledge themselves, say, to the amount of ten dollars apiece for the lease of a piece of waterfront, the erection of a modest dock house and landing stage and the arrangement of an anchorage; the association should be willing to waive the initiation fee of such subscribers and admit them to the privileges of full membership merely upon the payment of the yearly dues. In this way, he argues, the association would gain without expense to itself, members whom it otherwise could not obtain and in addition be encouraging a legitimate branch of sport, particularly adaptable to the city of Astoria. The waterfront sportsmen, on the other hand would be getting the privileges of practically two clubs for the price of membership in one and would have the endorsement and interest of a large and influential body to back its efforts.

Furthermore, such a club might ultimately be the incentive for acquiring a piece of waterfront property for amusement purposes, something which is becoming, in all growing cities, more and more impossible every day. Another advantage of a common anchorage would be the possibility of maintaining a watchman for the protection of the boats.

Such an organization would be the logical one to take charge of the annual regatta and conduct it successfully. By taking the matter in hand early in the year, say January or February, plenty of time would be allowed to decide upon the exact number and nature of the events, the exploitation of such events broadcast and the building of new boats for a special class of local competitors. Mr. Foulser suggests that a small and inexpensive class of one design power boat equipped with different makes of engine of the same rated horsepower might furnish considerable sport for the local men or a class of sailing yachts similar to the 18-footers which will be raced on Puget Sound next summer. Finally he urges as an incentive for the formation of a local club the advantages it might procure by affiliation with the Pacific International Power Boat Association.

This association is composed of individual members of various yacht clubs along the upper Pacific coast, who are anxious to see the racing and building and cruising of power boats extend into every town and city along the coast that is located upon or near a suitable body of water. It was started in Vancouver, B. C., at the close of the first long distance power boat race ever held on the Pacific and the most successful in point of number of entries ever held in the world. It is officered by prominent men of the northwest and its members comprise representative business and professional men of the coast cities. The association maintains a standing committee on rules and restriction who are constantly seeking the latest methods of handicapping and rating and adapting the best of them for use in local waters. It acts as custodian for trophies aggregating some thousands of dollars in value which have been extended by individuals for the purpose of stirring up interest in motor boating. It lends its support, both moral and active, to the formation of new clubs along the coast and the interchange of the customary yachting civilities. Already new clubs are in actual

process of formation or contemplated at Tacoma, Anacortes, Olympia, Gray's Harbor, Willapa Bay and other places. Next year at the Alaska-Yukon Exposition in Seattle, it will supervise the most varied and elaborate series of events ever witnessed on the Pacific, covering a period of nearly two weeks cruising and racing. Finally, it aims to secure for its membership, helpful legislation.

The association requires that each of its members must be a member of a recognized yacht or motorboat club. Mr. Foulser is very anxious that Astoria should be recognized by the association, first, because there are some Astoria boats including two which are being built by Messrs. Louis Hartwig and Harry Graham, whose owners are anxious to enter them in the association events of next year. Then the aid of the association in securing entries for the annual regatta would insure the coming to Astoria of some of the finest racing and cruising boats on the coast. The bearer of an association flag can go into any of the clubs recognized by the association and receive all the courtesies of anchorage, club privileges, etc. Finally, it provides adequate racing rules for the holding of local contests and, if desired, can furnish neutral and competent officials for events of wider significance.

Mr. Foulser's suggestions have already borne fruit as an expression of sentiment in favor of such a scheme has been received from such well known yachtsmen as Chester Fox, Dr. Frank Vaughan, E. C. Judd, Nels Troyer, the Driscolls, A. L. Fox, T. H. Leahy, Edward M. Cherry and others, besides representative business men whose interest in boating is only secondary. An active canvass for yachting members will be very shortly started on by some of the enthusiasts, so get your pencil ready to sign the pledge.

Mr. Foulser is making a trip along the coast to Mexico in the interests of the International Power Boat Association, the A. Y. P. exposition and the Pacific Motor Boat, a publication devoted to the interests of the sport on the Pacific Coast.

PERSONAL MENTION

H. R. Crister was a passenger for Portland on the steamer Lurline last evening.

W. G. Pague went to Portland last night on the Lurline.

A. V. Pendleton will return to his Portland home on this morning's express.

J. O. Sutton and wife have returned from Salem, whither they went to attend the obsequies of the late Mrs. I. C. Sutton, the mother of the gentleman named.

Mr. and Mrs. Jack Wedel will depart for San Francisco on the steamship State of California tomorrow morning.

Fred Brown, the well known quartermaster on the Customs tender Patrol, and one of the picturesque and interesting marine figures of this port and a thoroughly respected citizen, will leave out tomorrow morning on the State of California, for San Francisco, and from there he will go to Fresno, to visit with friends and kinsmen for one month; this being Mr. Brown's annual holiday.

J. J. Stokes of Nome City, Alaska, has arrived in this city from the far north, to attend the wedding of his brother, Walter Stokes, and may be prevailed upon to spend the winter here among his kinsmen and old friends.

G. W. Sanborn intends to leave tomorrow morning for a continental tour that will embrace all sections of the United States and most of the great centers, East and South, and including California on the return stages of a month's journeying.

Mrs. F. L. Fry returned from Portland Monday evening, accompanied by her sister, Miss McNair of Versailles, Mo.

Charles Halderman, private secretary to United States Senator Charles W. Fulton, will depart for the national capital, with his chief, on Saturday next.

Victor Freeman of New York is in the city a guest at the Occident.

V. Wolf of New York was in the city yesterday on matters of business.

I. B. E. Bourne of Rainier was in the city yesterday.

Dr. Wood, son of the well known bar pilot, Captain George Wood, departed for his home and business in San Francisco, on last evening's express, after a pleasant visit with the home-folks.

Card of Thanks.

We desire to express our sincere thanks to all friends who so kindly assisted at the funeral of our mother and grandmother, and for the many and beautiful floral offerings.
MRS. HOWES AND FAMILY.

AMUSEMENTS

"THE HOLY CITY"

None, who last season witnessed the superb performances of Clarence Bennett's incomparable drama, "The Holy City," have forgotten the wealth of acting, allegory, music and spectacle then presented, and great is the interest manifested in this year's production, headed by Luella Morey and a company much stronger than was last season's formation, in presenting performances that are uncommonly beautiful. Numerous changes have been made by the author, each adding to the power of the well-remembered story, interpreters of the varied characters have been most carefully selected, the costumes are new throughout and increased scenic splendor has been provided. Miss Morey, who will be remembered for her artistic rendition of the various Sardouian plays, heads the company, and Messrs. Le Comte and Flescher, under whose direction she will appear, have spared no expense to make the production an attractive feature of the season's offering at the Astoria Theatre next Monday.

NEW TO-DAY

New Meat Market.

Mr. Bradon, late manager of the F. L. Smith Meat Co., will open up a market with a full line of clean and wholesome meats at marked prices that will suit, in the store lately occupied by the Automatic Theatre, 684 Commercial street, between 15th and 16th streets, on Monday, November 2nd.

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When A. E. Petersen built and named the "Modern" barber shop, he meant that it should stand for what it was called. No patron has missed a single feature of the modern tonorial parlor at that house; and every new device in the way of perfect comfort and service is constantly added as it develops. The latest is an expert bootblack, the best in the business; a qualification that makes his employment really modern.

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